



BUS BUZZ



February 2006

RESTRICTIONS TIGHTENED ON 15-PASSENGER VANS

WASHINGTON, D.C. — Federal officials recently alerted the pupil transportation community of new restrictions and penalties regarding 15-passenger vans.

The SAFETEA-LU, which was signed by President Bush on Aug. 10, amended the National Traffic and Motor Vehicle Safety Act to prohibit schools systems from purchasing new 15-passenger vans to be used for student transportation.

Unless the vans comply with Federal Motor Vehicle Safety Standards for school buses and multifunction school activity buses, they cannot be bought for carrying students to

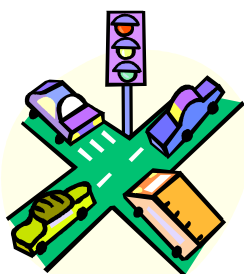
or from school and school-related events.

Previously, the safety act outlawed selling the vans as non-complying school buses, but it did not bar school transporters

from buying them

In a letter to the National Association for Pupil Transportation, Ronald Medford of the National Highway Traffic Safety Administration pointed out the new prohibition as well as new penalties for violations. A single violation carries a fine of up to \$10,000, while the maximum penalty for a series of violations is \$15,000,000.

JA



BEST PRACTICES

In an attempt to help reduce transportation costs, and help ensure safe and cost-effective pupil transportation for Idaho's youth attending public schools the Office of Performance Evaluations in their Report 04-02 on The Fiscal Accountability of Pupil Transportation made several recommendations to the Department of Education. The recommendation regarding the development of Best Practices tailored to the need of Idaho's pupil transportation to encourage school districts to implement more cost containment measures has been completed and placed on our web-site at www.sde.state.id.us/finance/transport for your review and use.

The purpose of this list of

"best practices," is to encourage School Districts to identify ways to save funds, improve management, increase efficiency and effectiveness, and get all Districts statewide providing the best quality service with consistent comparisons between District and Contract operations; thus reducing State School Transportation Costs.

The twenty "best practices" are placed into five major sections, Planning, Organization, Staffing, Vehicle Actuation and Maintenance, and Operations, Management, and Accountability. It is hoped that every School District will review and implement all of the "best practices" they are not currently using to help contain transportation costs.

RM



ATTENTION

If you have something of interest pertaining to student transportation that would interest your peers and would like to see in our news letter contact our office or your regional steering committee member with the information or a proposed article.



We use the contact information provided by you to send pertinent information to you on an as needed basis. When you change your contact information without notifying us we lose the ability to provide you with needed information. We update our data base and directory only when we hear from you and when we contact each district and contractor prior to the beginning of each school year. We need your help to keep you informed as to what is happening.

Special points of interest:

- Children Safety Survey
- Safety Busing
- Retrofit Funding
- Price of Transporting Students

STEERING COMMITTEE MEETING

The next regular scheduled Student Transportation Steering Committee will be held in Boise on February 28 and March 1, 2006. If you don't

have a regional Supervisor's meeting listed on our web-sites monthly calendar prior to the committee meeting contact your regional steering committee member for a date. Remember to contact your regional committee member if you have anything you would like brought up at the next meeting. You can go to the Student Transportation Directory on our web-site to determine who your regional committee member is and find their contact information.

Inside this issue:



Food for Thought	3
Fact	3
Recall Corner	4
Did You Know ?	4

REPAIR OR REPLACEMENT OF COMPONENTS ON SCHOOL BUSES



As with all types of motor vehicles, various components on school buses can and do require repair or replacement of burned out lamps, worn brake pads, or leaking fuel pump. Other components require repair or replacement as a result of damage or wear and tear, such as a broken mirror, severely damaged body components, or seat padding. How these repairs and replacements are completed, in terms of the components used and the workmanship of the person doing the repair or replacement, could be important to the safe operation of the school bus.

Some failed, damaged or worn-out components may be safety related. In other words, the items are either an individual safety components or part of a safety system that is necessary for the school bus to comply with the applicable Federal Motor Vehicle Safety Standards (FMVSSs), or the safety requirements of a state, local school district or other school entity. For example, a damaged stop signal arm, broken emergency exit door handles, or broken rear view mirror would be safety components on a school bus. Likewise, a leaking air chamber would be part of the braking system, a broken tie rod would be part of the steering system, and a seat back with missing or heavily

damaged cushioning material would be part of the passenger crash protection system.

Whenever a failed or damaged safety-related component is repaired or replaced, it is important to ensure that the repaired or new component performs in such a manner that the school bus continues to meet the requirements of the applicable FMVSSs or the safety requirements of the state, local school district or other school entity. This involves both the quality of the component as well as the quality of its repair or installation. If a repaired or replaced component does not perform at least as well as the original equipment component, or is not installed properly, then the safety level of the school bus will be reduced.

Motor vehicle manufacturers, parts suppliers and their organizations work

closely to develop requirements and guidelines for the manufacture of replacement components on motor vehicles. These include not only design and performance specifications for the component, but also the number of years for which the component must continue to be made available. In some instances, the replacement component is made by the same company that supplied the original parts to the vehicle manufacturer. In some other instances, specifically, lamps, lenses, brake fluid, and tires, the component must be labeled as complying with an applicable FMVSS. While there are no government enforcement regulations to ensure components continue to be made available for a specified period of time, as a general rule, market forces ultimately dictate the continued availability of replacement components for all motor vehicles, including school buses.

Whenever a component that affects the safety of a school bus needs to be repaired or replaced, it should be done in such a manner that the component performs at least as well as the component that was originally installed on the school bus during manufacture. Since the school bus had to be certified by the manufacturer as meeting all applicable FMVSSs before it was sold and first put into operations, it is important that any safety components that are repaired or replaced perform in such a manner that the school bus continues to meet the requirements of the FMVSSs or the safety requirements of a state, government has any authority over how motor vehicles are operated and maintained, the state, local school district or other school entity should establish requirements with respect to the repair or replacement of school bus components, especially those components that have a safety relationship.

NASDPTS

SCHOOL BUS RETROFIT FUNDING

Did you get your request for retrofit funding in to Jorge Garcia at DEQ before the February 16th deadline? There is \$750,000.00 up for grabs and so far the only districts that have applied and been accepted are Idaho City, Idaho Falls and Meridian. Those districts concerned with the quality of the air they breath and the amount of harmful emissions emitted from their older buses should seriously considered getting onboard with the DEQ and these grants. For more information Mr. Garcia can be contacted at (208) 373-0480 or Jorge.garcia@deq.idaho.gov.

RM



THE PRICE OF TRANSPORTING STUDENTS

It has been brought to our attention by Supervisors and Dealers alike that bus prices are rising drastically and there seems to be no end in sight. The reasons vary from the rising costs of manufacturing materials to the cost of meeting more stringent EPA emissions standards. Reported cost increase projections for 2007 are currently ranging from \$4,000.00 to \$7,000.00 per bus and could even go higher. An Eastern Idaho Transportation Director suggests that districts should consider going to bid early in their fiscal year to purchase buses that would not be required to meet the new EPA standards and possibly save their districts and the State up to \$4,500.00 per bus. His district plans on going to bid in June or early July for next years purchases to try and beat the new standards. What is your District

planning to do?

RM



PRE-SCHOOL TEST

Pre-school children were asked the following question: "In which direction is the bus pictured traveling?"

Look carefully at the picture. Do you know the answer?

- A.) Left
- B.) Right
- C.) Either A or B
- D.) None of the above



Answer on page 4

CHILDREN SAFETY SURVEY

REMINDER

The National School Bus Loading and unloading survey is a collection of fatality accident records provided by the state agencies responsible for school transportation safety and / or accident records. Only those fatalities involving school children in or around the loading or unloading areas of a school bus or transit bus are included in this survey. On-board fatalities are excluded. 50 States and Washington D.C. were surveyed from 2000-2003.

According to this survey, 67% of student killed by school buses are between the ages of 2 and 8. 44% of students getting off the bus on their way to home are involved in fatalities. This survey is provided annually to the school transportation industry in an effort to alert individuals and organizations of the dangers involved in loading and unloading school children.

BJ

State Board of Education Regulation requires drivers to report all accidents to the Local school authorities, the appropriate Law enforcement agency and the State Department of Education. The Uniform School Bus Accident Report Form shall be

completed by the driver or Transportation supervisor and sent to the State Department of Education within fifteen (15) days of the accident.



BJ

	2000	2001	2002	2003
# of Reporting Fatalities	7	10	10	8
# of Reporting No Fatalities	43	40	40	43
# of States Not Reporting	1	1	1	0
SCHOOL CHILDREN KILLED BY SCHOOL BUS				
Front of Bus	2	1	5	1
Back of Bus	3	4	1	2
TOTAL	5	5	6	3
SCHOOL CHILDREN KILLED BY VEHICLE				
TOTAL	4	8	6	4
AREA FATALITY OCCURRED				
Urban	4	5	4	3
Rural	5	8	8	6
SCHOOL CHILDREN KILLED				
Going to School	1	8	6	5
Activity Trip	0	0	1	0
Going Home	8	5	5	4

FOOD FOR THOUGHT

- ♦ Aim High in Steering: The average driver looks only 3 to 6 seconds ahead. This leads to tailgating, last second lane changes, and excessive backing. Aiming high in steering means looking at least 15 seconds in the future. This allows you to analyze the traffic ahead in a relaxed, efficient manner.
- ♦ Keep your eyes moving: The big picture is always changing. Don't focus on one object and miss others. Maximize your use of peripheral vision by keeping your eyes moving every 2 seconds.
- ♦ Get the Big Picture: Position yourself so you can see everything that may cause safety problems. Follow the 4 second rule. Backing is potentially dangerous.



N S T S & P

FACT

The 2005 National School Transportation Specifications & Procedures manual adopted by the Fourteenth National Congress On School Transportation is now available to all interested parties. The manual can be purchased for \$35.00 per copy at the Missouri Safety Center web site, which is www.safetycenter.cmsu.edu. This is the manual that we use to develop the Idaho school bus construction standards and a very good resource manual for all school districts.

RM

450,000 yellow school buses provide transportation service daily nationwide; 23.5 million elementary and secondary school children ride school buses daily throughout the United States, twice a day; That's about 4,000,000 students trips daily — before adding an estimated 5,000,000 more for activity trip daily; That means approximately 54% of all K-12 students in the country ride yellow school buses.

Geocities.com



IDAHO PUPIL TRANSPORTATION COMMUNICATOR

Idaho Department of Education
Student Transportation
650 W. State Street
PO Box 83720
Boise, ID 83720-0027

Phone: (208) 332-6851
Fax: (208) 334-3484
E-mail: adsalazar@sde.idaho.gov

SDE STAFF CHANGES

In an effort to put Jerry Abbott closer to the districts in his region we have moved his office from Idaho City to our Boise location. Jerry's new contact information is as follows:

Jerry Abbott

Specialist, Transportation Services

Idaho Department of Education

650 W. State

P.O. Box 83720

Boise, ID 83720

(208) 332-6851

(208) 334-3529

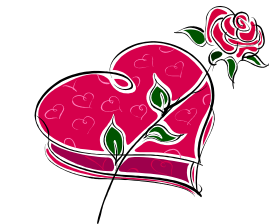
jlabbott@sde.idaho.gov



ANSWER

Continued from pg. 2

The pre-schoolers all answered "Left", because they can't see the door.



ANTHONY'S LAW OF THE WORKSHOP

ANY TOOL, WHEN DROPPED, WILL ROLL TO THE LEAST ACCESSIBLE CORNER.

SAFETY BUSING REQUESTS

Safety Busing Requests are due in our office by March 31, 2006 to be eligible for reimbursement. Requests must be submitted each year for reimbursement approval by the State Board of Education. If you have any questions contact Virginia Overland at (208) 263-2184 ext. 219 or at vmoverland@sde.idaho.gov.



DID YOU KNOW?

- 1.) Money isn't made out of paper, it's made out of cotton.
- 2.) The dot over the letter I is called a "title."
- 3.) 315 entries in Webster's '96 Dictionary were misspelled.
- 4.) Most lipstick contains fish scales.
- 5.) Donald Duck comics were banned from Finland because he doesn't wear pants.
- 6.) Ketchup was sold in the 1830's as medicine.
- 7.) Leonardo Da Vinci could write with one hand and draw with the other at the same time; hence, multi-tasking was invented.
- 8.) There are no clocks in Las Vegas gambling casinos.
- 9.) The name Wendy was made up from the book Peter Pan; there was never a recorded Wendy before!
- 10.) If you have three quarters, four dimes, and four pennies, you have \$1.19. You also have the largest amount of money in coins without being able to make change for a dollar (good to know).
- 11.) By raising your legs slowly and lying on your back, you can't sink in quicksand.
- 12.) Celery has negative calories! It takes more calories to eat a piece of celery than the celery has in it to begin with. It's the same with apples.
- 13.) Chewing gum while peeling onions will keep you from crying.
- 14.) Guinness Book of Records holds the record for being the book most often stolen from Public Libraries
- 15.) Chocolate affects a dog's heart and nervous system; a few ounces will kill a small sized dog.
- 16.) There are no words in the dictionary that rhyme with orange, purple, and silver.
- 17.) Leonardo Da Vinci invented scissors. It also took him 10 yrs. To paint Mona Lisa's lips.
- 18.) A tiny amount of liquor on a scorpion will make it instantly go mad and sting itself to death.
- 19.) The first product Motorola started to develop was a record player for automobiles. At that time, the most know player on the market was the Victrola, so they called themselves Motorola.
- 20.) 40% of McDonald's profits come from the sales of Happy Meals.
- 21.) The 'spot' on 7up comes from its inventor, who had red eyes. He was albino.

STATE INSTRUCTORS NEEDED

We are looking for a few good men and women who are interested in becoming State Instructors to help with our school bus instructor program. Individuals chosen must be willing to help neighboring districts that need help with their training programs and have the approval of their district to participate in the program. Interested parties should contact Brad Jensen or Amanda Salazar at (208) 332-6851. RM

RECALL CORNOR

Thomas recall of 05v-207 involves certain Thomas units manufactured from November 2002 through February 2005 equipped with a webasto Scholastic model DBW 2010 coolant heater. The steel wall of the burner tubes are made out of material that is not within specifications and in those cause could fail prematurely. If you have any questions or concerns, please contact your Thomas Dealer. BJ

